

Maintenance.

SEC. 5. The Secretary of War is hereby authorized to enter into an agreement with the appropriate officials of the town of Fayetteville, the county of Lincoln, or the State of Tennessee for the care and maintenance of the said tablets and markers, the Old Stone Bridge, and lands appertaining thereto: *Provided*, That such care and maintenance shall be without expense to the National Government.

Proviso.
No Federal expense.

Sum authorized.

SEC. 6. There is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, so much of the sum of \$10,000 as may be necessary to carry out the provisions of this Act.

Approved, June 23, 1930.

June 23, 1930.
[H. R. 11700.]
[Public, No. 420.]

CHAP. 580.—An Act To extend the times for commencing and completing the construction of a bridge across the Mahoning River at or near Cedar Street, Youngstown, Ohio.

Mahoning River.
Time extended for
bridging, at Youngs-
town, Ohio.
Vol. 45, p. 1168,
amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of the bridge across the Mahoning River, at or near Cedar Street, Youngstown, Ohio, authorized to be built by the Mahoning County Commissioners, by Act of Congress approved February 13, 1929, are hereby extended one and three years, respectively, from February 13, 1929.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 23, 1930.

June 23, 1930.
[H. R. 11780.]
[Public, No. 421.]

CHAP. 581.—An Act To legalize a bridge across the Arkansas River at the town of Ozark, Franklin County, Arkansas.

Arkansas River.
Bridge across, at
Ozark, by Arkansas,
legalized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge now being constructed across the Arkansas River at the town of Ozark, Franklin County, Arkansas, by the Arkansas State Highway Commission, if completed in accordance with plans accepted by the Chief of Engineers and the Secretary of War, as providing suitable facilities for navigation, shall be a lawful structure, and shall be subject to the conditions and limitations of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Construction.
Vol. 34, p. 84.

Toll rates applied to
operation, sinking
fund, etc.

SEC. 2. If tolls are charged for the use of such bridge, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the costs of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected, shall be kept and shall be available for the information of all persons interested.

Maintenance as free
bridge after amortizing
costs.

Record of expendi-
tures and receipts.

SEC. 3. The Act of Congress approved April 7, 1930, entitled "An Act granting the consent of Congress to the Arkansas State Highway Commission to construct, maintain, and operate a free highway bridge across the Arkansas River at or near the city of Ozark, Franklin County, Arkansas," is hereby repealed.

SEC. 4. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 23, 1930.

CHAP. 582.—An Act Authorizing the Monongahela Bridge Company, its successors and assigns, to construct, maintain, and operate a bridge across the Monongahela River at or near the town of Star City, West Virginia.

Ante, p. 142.

Amendment.

June 23, 1930.
[H. R. 11934]
[Public, No. 422.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, the Monongahela Bridge Company, its successors and assigns, be, and is hereby, authorized, subject to the approval of the State Bridge Commission of West Virginia, to construct, maintain, and operate a bridge and approaches thereto across the Monongahela River, at a point suitable to the interests of navigation, at or near the town of Star City, West Virginia, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Monongahela River.
Monongahela Bridge
Company may bridge,
at Star City, W. Va.

Post, p. 1527.

Construction.
Vol. 34, p. 84.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of West Virginia, any political subdivision thereof, within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interest in real property necessary therefor, by purchase or by condemnation or expropriation, in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of ten years after the completion of such bridge the same is acquired by condemnation or expropriation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value; (2) the actual cost of acquiring such interests in real property; (3) actual financing and promotion costs, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interests in real property; and (4) actual expenditures for necessary improvements.

Right of West Virginia, etc., to acquire.

By purchase, condemnation, etc.

Compensation if acquired by condemnation.

Limitations.

SEC. 3. If such bridge shall at any time be taken over or acquired by the State of West Virginia or by any municipality or public agency or other political subdivision thereof, under the provisions of section 2 of this Act, and if tolls are thereafter charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management and to provide a sinking fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the date of acquiring

Tolls, under State, etc., operation.

Rates applied to operation, sinking fund, etc.